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Tea Sets from \$10 to \$240

IT'S HARD to improve on old established customs, and the only way we can think of to improve on the good old custom of afternoon tea is to serve the social brew in a tea set of Ovington's china.

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The Gift Shop of Fifth Avenue
FIFTH AVENUE AT 39TH ST.

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A Crouch & Fitzgerald bag is a mark of distinction. Experience of eighty-five years governs its construction.

(Illustrated)
Ladies' Travelling Bag \$25.50

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In Black, Navy and Brown. Very special value. Slips from 38 to 42 inch bust measurement. Second Floor.

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Silk and wool medium weight. Shaped suits. Low neck. All sizes. Main Floor.

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Net collars with two rows of val lace, or all over shadow lace. Main Floor.

Known for Our Low Prices.

Bloomingdale's
59th to 60th—Lex. to 3d Ave.

Metropolitan Art and Auction Galleries

SALE TO-DAY at 2:30

IMPORTANT ANNOUNCEMENT

PUBLIC AUCTION

THE STOCK (PART 1) OF THE

Warwick House Ltd.

FORMERLY OF 45 EAST 5TH ST., NEW YORK CITY

with additional property of others

MAINTENANCE Furniture, Tapestries,

Terra Cotta, Statues, Refectory Tables,

Fett Point and Green Point Suits and

Chairs, Secretary Desks, Solid Silverware,

Bookcases, Brackets, Vases and XVI, Italian and Renaissance Pieces.

Beautiful Specimens of Louis XIV., XV, China and Glassware, Mirrors, together with other choice pieces of Household Goods and a magnificent collection of

OIL PAINTINGS

by Well-known Masters.

SALE DATES

To-day (Fri.) and Sat. After.

Oct. 20th and 21st

At 2:30 P. M.

S. G. RAINES, Auctioneer

When you read the

Dow, Jones Bulletins

OR

The Wall Street Journal

You get Financial News—at its source

COST OF HYLAN PLAN PUT AT 1,100 MILLION

McAneny Gives More Figures in Ridiculing the Mayor's Transit Ideas.

SCHEMES 'IMPOSSIBLE'

Commission Head Shows \$512,700,000 Needed in First Five Years.

SUMS ABOVE DEBT LIMIT

Reply From City Hall Calls on People to Defeat Miller for Traction Policy.

Replying to Mayor Hylan's assertion that the Transit Commission is sponsoring misleading statements, George McAneny, chairman of the commission, gave detailed figures yesterday to prove his contention that the so-called Hylan transit plan would cost \$1,100,000,000 instead of \$600,000,000, and challenged the Mayor to point out any substantial inaccuracy in this conclusion. Mr. McAneny said:

"The first element of cost he would encounter if his plan were possible would be the purchase of the Interborough and B. R. T. companies' interest in the city owned subway lines that would be subject to recapture in 1925 and 1927.

"Under the terms of the contracts, if and when these lines are taken over by the city, or by any other operator, the companies are entitled to payment of the total amounts of private capital invested through them for both construction and equipment, plus an additional allowance fixed by law of 15 per cent.

"For each year beyond the first ten this figure would be reduced, but the commission's accountants show that if taken in 1926 and 1927 the amounts to be paid over would be as follows:

Construction, Equipment, Interborough	Equipment, B. R. T.	Total
\$83,161,000	\$48,421,000	\$131,582,000
\$1,200,000	\$1,617,000	\$2,817,000
Total—	\$84,361,000	\$134,399,000

"All of the lines of the dual system operated either by the Interborough or the B. R. T. companies are subject in this manner to purchase and recapture, including the Lexington avenue line north from Forty-second street, with its branches in the Bronx, and the Seventh avenue line below Forty-second street. The contract provides, however, that if the city chooses to exchange any one of these lines for the corresponding line of the original subway system, it may do so by paying to the companies any difference in the value of the lines exchanged.

"Exchange to Cost \$24,300,000."

"The Mayor proposes that in the system he is talking about the Lexington avenue line be swapped for the Broadway-Bronx line, the city taking the latter and running it in connection with the Seventh avenue line south as a separate railroad. The Broadway-Bronx line, however, has the cream of the pres-

ent subway business, and is, therefore, worth considerably more than the Lexington. To take it in an exchange, the accountants of the commission estimate, would cost, on the basis of present operating revenues and returns, an additional \$24,300,000. This is the second item in the bill.

"The cost of construction and equipment of the wholly new lines the Mayor proposes, according to the estimates of the commission's engineers, foot up \$875,900,000. These estimates, which include original construction cost, interest during the period of the work, engineering expenses, and so on, are based on the same data that the commission has used in preparing its own five year construction program. They are made by the same men who have been engaged in building the city's subways for years and whose expert ability I doubt whether even the Mayor would question.

"The figures which, of course, are open for checking by any one, are as follows, given according to the Mayor's five year periods:

Period	Construction, Equipment	Total
1-5 yrs.	\$225,500,000	\$225,500,000
6-10 yrs.	\$221,000,000	\$221,000,000
11-15 yrs.	\$428,400,000	\$428,400,000
Total—	\$874,900,000	\$874,900,000

"It appears, therefore, that if the Mayor's plan were in any way practicable the city would be required to spend on the two items of recapture and new construction alone \$1,100,000,000.

"Total Twice \$600,000,000."

"In addition to this the new tri-borough bridge he proposes, connecting the Boroughs of Manhattan, Queens and the Bronx, at a cost of upward of \$30,000,000; a bill of \$25,000,000 for bus equipment, and \$1,000,000 for 'trucks and trailers' in Staten Island, together with other incidentals, would bring the total outlay well on to twice \$600,000,000.

"As I have further pointed out, a particularly important element is that the heaviest costs would fall within the first five year period, during which provision would have to be made for the recapture of the old lines, for the first five year period costs of construction and equipment, and for bus service—these three items alone aggregating \$112,700,000.

"Against these imposing totals I have also shown that the city's present borrowing margin of \$150,000,000 is more than two-thirds mortgaged, and that what is left, with such additional borrowing capacity as may accrue in the near future, will be required almost wholly for other than subway purposes.

"It thus appears that on financial considerations alone the Mayor's plan is impossible.

Mayor Hylan, in provoking Chairman McAneny's detailed presentation of figures, had said:

"I note that Mr. McAneny continues to make misleading statements, which of course will continue until election day, in regard to the comprehensive subway plan submitted by me to the Board of Estimate, on which the people all over the city had an opportunity to be heard.

"McAneny put over on the city the dual subway contracts which are costing the taxpayers not only \$10,000,000 in the budget, but millions besides, together with paying the bills of strikebreakers and the carrying on of strikes.

"He now wants to put over on the people of the city another plan whereby the people will pay from \$350,000,000 to \$600,000,000 for the obsolete, antiquated, milked dry surface and elevated lines in the city; and further, his barometer scheme means a raise in car fare which will take out of the pockets of the people millions of dollars yearly, or \$25,000,000 more in the tax budget each year for the taxpayers to pay.

"If the people want McAneny's plan to have the profits go to the traction company and \$350,000,000 to \$600,000,000 paid by them for surface and elevated junk, then they should support Miller, who appointed McAneny.

"If the people want their rights protected in the profits coming from this great enterprise, particularly when they paid millions to develop it, then they should vote against Miller. I am compelled to make the above frank statement to let the people of the city know the real true and correct facts."

\$10,000 PAY DENIED TO 13 BUREAU HEADS

Board of Estimate Drops Plans, Fearing Publicity or More Raids.

HYLAN BEHIND SCHEME

Craig Upholds Him, Saying It Is Good Business to Pay Executives Well.

OTHERS WANT INCREASES

Julius Miller Finds College Presidents Get \$12,000 for Managing One Building.

The publication yesterday of the fact that the Board of Estimate, sitting as the finance and budget committee, had voted in secret session to increase the salaries of thirteen city department heads from \$7,500 to \$10,000 a year had two immediate results:

1. A rush of the borough presidents and the Comptroller to the board to obtain similar increases for their subordinates.

2. The instant decision of the board to revoke its plans and grant no increases to anybody except those made necessary by mandatory legislation.

The entire day, with another secret session of the board, passed without any explanation from Mayor Hylan or any other member regarding why the Mayor had forgotten, for the sake of the department heads, what he calls his economy program. Even the announcement of the revocation of the increases was not announced, but was allowed to "leak" from the board chamber.

Hylan Responsible.

Diligent inquiry did ascertain the origin of the movement for increases for the department heads. It developed, on reliable authority, that Mayor Hylan himself proposed the increases.

Though the increases have been rescinded the fight for them has not ended. The opening of the door appears to have instilled the idea that increases are not at all impossible. Accordingly it is expected that at a session to-day or to-morrow a strenuous effort will be made to have the increases restored. If the effort is to succeed it will have to do so to-day or to-morrow, because to-morrow is the limit under the law when increases to the budget can be made. Thereafter the only changes possible are decreases.

When the board resumed its deliberations yesterday morning one of the first to appear before it was Bird S. Coler, Commissioner of Public Welfare. It was

learned that Mayor Hylan had told Coler that he would like to pay him as much as \$12,000 a year. He blamed the Republican legislation, however, for his inability to do so, saying:

"The mandatory legislation passed at Albany has so burdened us that we simply cannot do what we would like to do. However, you may rest assured that your general budget will not be cut."

Craig Favors Increases.

Comptroller Craig agreed with the Mayor that the commissioners ought to receive more money. He said commissioner Coler was just as deserving of \$10,000 a year as the Superintendent of Buildings and Supplies in the Board of Education, whose position gives him possibly a little more than that figure. Commissioner Coler called attention to the fact that he has under him five hospital superintendents whose pay, including maintenance, amounts to more than his own. He also said that his position makes him responsible for the

expenditure of \$1,000,000 annually without reference to the Board of Estimate. Julius Miller, who was selected last year by Charles F. Murphy of Tammany Hall as president of Manhattan in lieu of Jimmy Hines, made the following pertinent comparison:

"Why, look at the kind of a job the president of a college has. He gets \$12,000 a year and has only one building to look after. But just think of all the buildings Mr. Coler has to look after."

Comptroller Craig said he felt that not only the department heads but also many of the deputies or assistants should have more money. Those included three of his own deputies who, he said, should be increased from \$7,500 and \$8,500 to \$10,000. The Comptroller's own salary, \$16,000, is fixed by law. He said: "In the ordinary interests of sound business it is up to the city to pay incumbent and qualified men a salary worthy of their efforts. It is an injustice on the part of the city not to pay these men the salaries they deserve."

The Man's Shop



Suits for Autumn

\$40 to \$60

In its autumn sack suits for men and young men, THE MAN'S SHOP has elevated ready-to-wear clothing to the highest distinction. Styles are adaptations of the best American and English fashions, fabrics have been judiciously selected from domestic and foreign looms, and the tailoring conforms to our own specifications.

NORFOLKS in four pieces—of tweeds and chevrons. The utility suit supreme, for college and business men. Also an extensive assortment of four piece golf suits. \$50 to \$65.

TOPCOATS—a superb collection of English and American slip-on in a diversity of fabrics. \$40 to \$60. Riding Breeches and Chauffeur Livery.

Express Elevators to Tenth Floor

Lord & Taylor

38th Street FIFTH AVENUE 39th Street



YOUNG MEN'S ENGLISH LOUNGE SUITS \$45

Hanging loosely from the shoulders and free from heavy and cumbersome interlinings the English lounge suit, made in soft, pliable casimeres, mixtures and overplaids, is the most comfortable and distinctive suit that business men and professional men can adopt for every day wear.

In selecting our models and fabrics we follow the precedent set by leading London tailors and present in our own productions, ready for immediate service, the identical models, patterns and colorings that have at this time the approval of the best dressed men in England.

Our importations of shirtings, English neckwear and Scotch wool hosiery permit us to present the correct accessories of dress to be worn with the English lounge suit.

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Other White Madras Shirts \$2.50 to \$6.00



Men's Shops—West 38th and 37th Sts.—Street Level

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CHECK THE THINGS YOU NEED FROM THIS LIST

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Striped outing flannel pajamas, well tailored 2.50

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Best & Co.

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